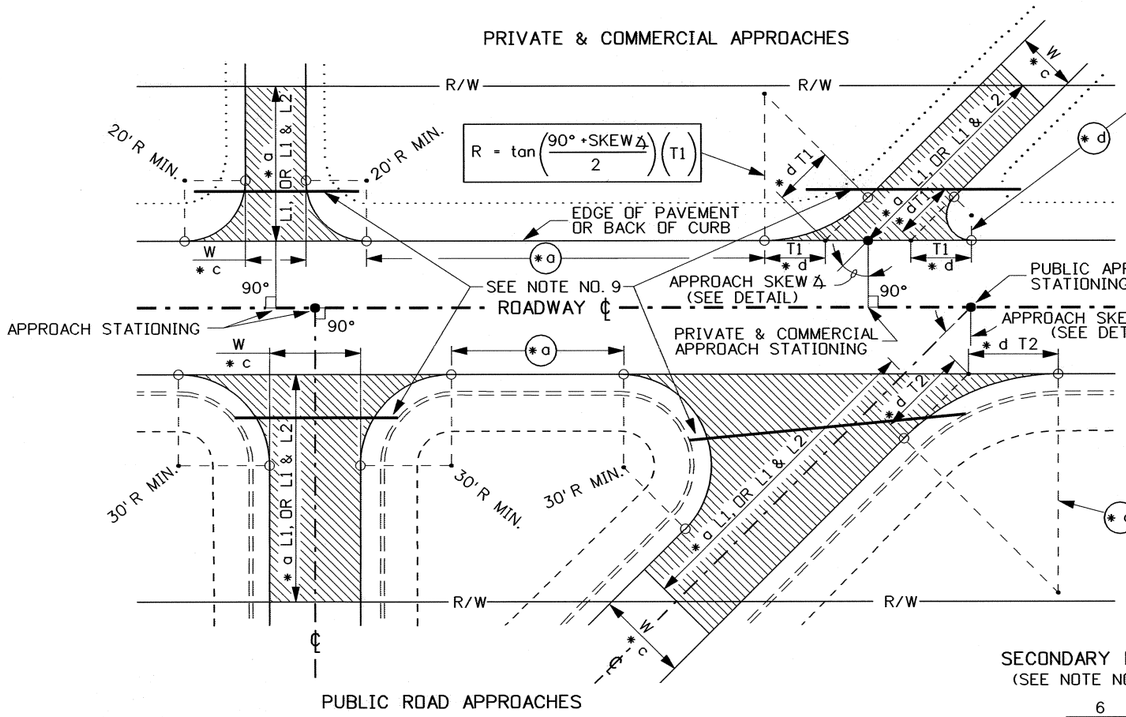
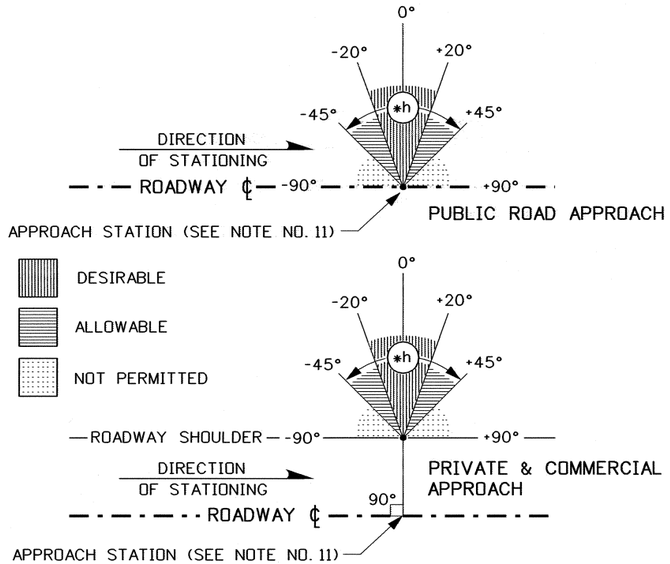
PRIVATE & COMMERCIAL APPROACHES



PUBLIC ROAD APPROACHES

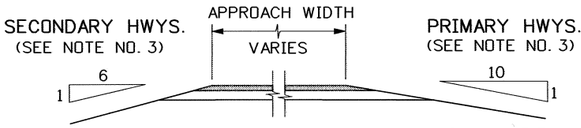
APPROACH PLAN TYPICALS

APPROACH PLAN LEGEND & APPROACH NOMENCLATURE	
CUT	----------
FILL	....
PROPOSED DITCH	======
PROPOSED CULVERT	————
SKEW Δ	SEE NOTE NO. 10
R	RADIUS OF SHD. CURVE
T1 & T2	TANGENT OF SLD. CURVE
W	APPROACH WIDTH
G1 & G2	APPR. GRADES 1 & 2 (%)
C	CHANGE IN GRADE (%)
L1 & L2	HORZ. LENGTH OF GRADE



APPROACH SKEW ANGLE

(SEE NOTE NO. 10)



APPROACH TYPICAL - CLEARZONE SLOPES

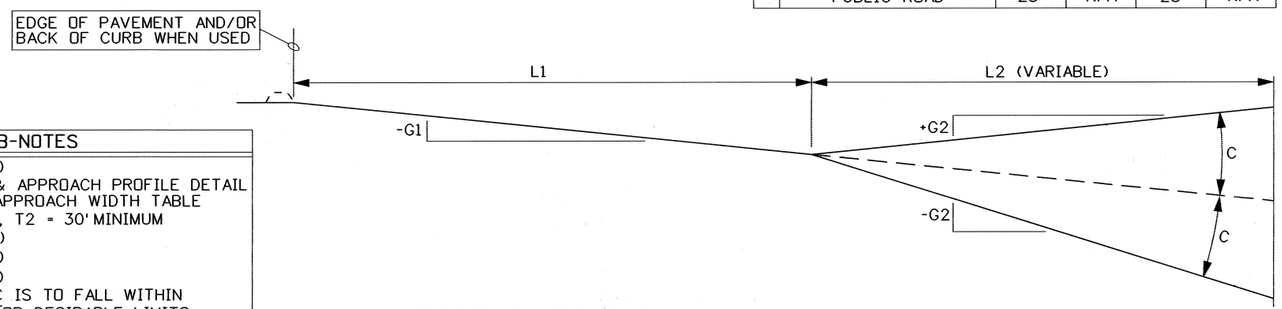
(PUBLIC & PRIVATE)

NOTES

1. RURAL PRIVATE, COMMERCIAL, AND PUBLIC APPROACHES SHALL BE PAVED TO THE RIGHT-OF-WAY LINE OR TO THE BACK OF THE SHOULDER CURVE (APPROACH RADIUS). FARMYARD AND FIELD APPROACHES THAT ARE OCCASIONALLY USED MAY BE PAVED A MINIMUM OF 5' FROM THE SHOULDER LINE. APPROACHES ON EXISTING UNPAVED HIGHWAYS ARE EXEMPT.
2. REFER TO THE ITD ADMINISTRATIVE POLICY (A-12-01) FOR ADDITIONAL INFORMATION ON LOCATION OF APPROACHES.
3. WITHIN THE CLEARZONE THE SIDE SLOPES OF APPROACHES SHALL BE A MINIMUM OF 6:1 OF SECONDARY HIGHWAYS AND A MINIMUM OF 10:1 ON PRIMARY HIGHWAYS.
4. WHEN THE "MAXIMUM CHANGE IN GRADE" (APPROACH GRADE TABLE) "C" IS EXCEEDED, A MINIMUM 10' VERTICAL CURVE SHALL BE USED IN THE APPROACH PROFILE.
5. THE % GRADE OF "G2" SHALL BE A MAXIMUM OF 7% FOR FLAT TERRAIN, 11% FOR ROLLING TERRAIN, OR 15% FOR MOUNTAINOUS.
6. APPROACH GRADES EXCEEDING 10% ARE NOT RECOMMENDED BECAUSE EMERGENCY VEHICLES MAY BE IMPEDED.
7. THE BALLAST REQUIREMENTS OF RURAL APPROACHES SHALL BE AS SHOWN ON THE PLANS.
8. WHEN A MAILBOX TURNOUT IS INSTALLED WITH A RURAL APPROACH, STD. DWG. H-4-B IS REQUIRED.
9. ALL RURAL PRIVATE AND COMMERCIAL APPROACHES SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT THE APPROACH DRAINAGE IS INDEPENDENT AND DOES NOT CONTRIBUTE TO EXISTING HIGHWAY DRAINAGE. ALL RURAL PUBLIC APPROACHES SHALL BE DESIGNED AND CONSTRUCTED TO ADDRESS BOTH THE MAIN HIGHWAY AND APPROACH DRAINAGE.
10. THE APPROACH SKEW ANGLE IS THE DEFLECTION ANGLE BETWEEN A LINE PERPENDICULAR TO THE HIGHWAY CENTERLINE AND THE APPROACH CENTERLINE.
11. RURAL PRIVATE AND COMMERCIAL APPROACHES ARE REFERENCED LEFT OR RIGHT OF THE HIGHWAY CENTERLINE STATION TO THE CENTER OF THE APPROACH OPENING WHICH IS AT THE EDGE OF PAVEMENT OR BACK OF CURB. A PUBLIC APPROACH STATION OCCURS WHERE THE PUBLIC APPROACH CENTERLINE INTERSECTS THE HIGHWAY CENTERLINE.
12. NOT TO SCALE.

APPROACH GRADE TABLE				
TRAFFIC TYPE	GRADE PARAMETER G1 (RANGE)	GRADE PARAMETER G2 (MAX.)	MAX. CHANGE IN GRADE C (* e)	MINIMUM LENGTH L1
HIGH VOLUME (COMMERCIAL, INDUSTRIAL)	-2% TO -3%	(+/-) 5%	(+/-) 3%	40'
LOW VOLUME (COMMERCIAL, INDUSTRIAL)	-2% TO -5%	(+/-) 8%	(+/-) 6%	40'
SINGLE RESIDENTIAL, FARMYARD, FIELD	-2% TO -8%	(+/-) 15% * g	VEHICLE CLEARANCE	10'
MULTIPLE RESIDENTIAL	-2% TO -8%	(+/-) 15% * g	(+/-) 6%	20'
PUBLIC ROAD	-2%	* f	(+/-) 2%	20'

(* a) STANDARD APPROACH WIDTH TABLE					
POSTED SPEED (mph)		≤35		>35	
MIN./MAX. WIDTH		MIN.	MAX.	MIN.	MAX.
APPR. TYPE	MULTIPLE RESIDENTIAL	28'	40'	28'	40'
	SINGLE RESIDENTIAL, FARMYARD, FIELD	12'	40'	20'	40'
	COMMERCIAL (ONE-WAY)	15'	30'	20'	30'
	COMMERCIAL (TWO-WAY)	25'	40'	25'	40'
	PUBLIC ROAD	28'	N/A	28'	N/A



APPROACH PROFILE DETAIL

SUB-NOTES
* a (SEE NOTE NO. 2)
* b SEE NOTE NO. 1 & APPROACH PROFILE DETAIL
* c SEE STANDARD APPROACH WIDTH TABLE
* d T1 = 20' MINIMUM, T2 = 30' MINIMUM
* e (SEE NOTE NO. 4)
* f (SEE NOTE NO. 5)
* g (SEE NOTE NO. 6)
* h THE APPROACH ℄ IS TO FALL WITHIN THE ALLOWABLE OR DESIRABLE LIMITS. THE DESIRABLE LIMIT IS CONSIDERED THE "SAFEST OPTION".

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	1-00	MSM	6	12-05	MSM			
2	1-02	MSM	7	6-07	MSM			
3	7-02	MSM						
4	10-02	MSM						
5	8-04	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME h4a_0607.std

DRWG. ORIG. DATE: SEPTEMBER, 1993

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

RURAL APPROACHES (PRIVATE, COMMERCIAL, & PUBLIC)

English

STANDARD DRWG. NO. H-4-A

SHEET 1 OF 1

PROFESSIONAL ENGINEER * LAND SURVEYOR * MILFORD MILLER * 2240 * 6-19-07 * STATE OF IDAHO